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# Hongkong Daily Press.

ESTABLISHED 1857.

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[a1365]

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\$4.50 per Cask 375 lbs. net ex Factory.  
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SHEWAN, TOME & CO.,  
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Hongkong, 1st March, 1905. [a2866]

NOTICE.

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MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the Style of the Terminal Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.

Hongkong, 9th March, 1905. [a660]

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Packed Rs. 1460.

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A.B.C. Code, 5th Edition. [a218-2]

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Hongkong, 18th May, 1905. [a1]

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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
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Hongkong, 15th August, 1904. [a39]

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CALDBECK. MACGREGOR & CO.

GENERAL MANAGERS.

15, Queen's Road, Hongkong, 3rd March, 1905. [a37]



A. TACK & CO.  
26, DES VŒUX ROAD CENTRAL, HONGKONG.  
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Hazell's Annual ... 3.00  
The Prodigal Son, by Hall Caine ... 1.75  
Great Pictures from Private Galleries; Part 7, ... 0.50  
The Fate of Woman, by Short; Cloth ... 2.00  
NEW STOCK.  
WINSON and NEWTON'S OIL AND WATER COLOUR PAINTS AND OTHER BRUSHES.  
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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.  
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Kamano and Ida Coal Mines; and SOLE AGENTS for Hokkaido, Hondo, Kanada, Fujinokawa, Mameda, Maonoura, Onoura Otsuji, Sanbara, Tsurukuro, Yoshinotani, Yoshi, Yunokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.  
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00  
5 Star, SUPERIOR—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank Smoky Stuff, because "it comes through the Soda". Try HAIG & HAIG WHISKIES; pure, mellow, matured, non-smoky, delicate flavor Once tried, preferred to all others. Sole Agents for Hongkong: 2755 F. BLACKHEAD & Co.

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NEW STYLES IN GENTLEMEN'S

RAINCOATS.

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DRESSING GOWNS.

TRAVELLING RUGS.

LANE, CRAWFORD & CO.

Hongkong, 1nd February, 1905. [a36]

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MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBROIDERIES, LACE, SILK, PONGEE, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TUNICS, EBONY FURNITURE AND FANCY GOODS, NO. 32, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To Hongkong, 12th January, 1905.

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Hongkong 23rd November, 1902. [a43]

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Hongkong, 13th June, 1903.

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Cool Rooms, Comfort of Residents, and the Cuisine a specialty.

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THE MANAGER.

Hongkong, 7th October, 1904. [a49]

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FIRST-CLASS AND UP-TO-DATE.

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WINE AND SPIRIT MERCHANTS,

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A WHISKY  
OF  
GREAT AGE.  
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FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies  
Distilled in Scotland.

ALEXANDRA BUILDINGS.

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**NOTICE TO CORRESPONDENTS,**  
Our communications relating to the new scheme  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dress with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited and only supplied for Cash.  
Telegraphic Address: FASSEN. Codes: A.R.C. 5th Ed.  
Letters' P.O. Box, 33. Telephone No. 12.

BIRTHS.

On 20th March, at "The Hut," Castle Road, Hongkong, the wife of C. E. OSMUND, of a daughter.  
On 21st January, at London, the wife of G. E. STEWART (of Shanghai), of a son.  
On 10th March, at Shanghai, the wife of E. O. CRUMMING, of a son.  
DEATHS.  
On 15th March, at Shanghai, CLARENCE EUGENE Fiske, aged 43 years.  
On 10th March, at Shanghai, A. NEILSON, UPPER Yangtze Pilot, aged 45 years.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 21ST, 1905.

HOME papers of the frivolous, chattybox kind continue to discuss the somewhat stale suggestion that the "servant question" at Home might be answered by the importation of Chinese servants. In England the Board School and the peanv novelties have made the good domestic servant of two or three generations ago a *reality*. Offices, factories, early (and unhappy) marriages—all these catch the "sweet sixteen" of the humbler orders; but for her, domestic service has no attractions. On the contrary, it repels. Governesses there are by hundreds: also teachers of alleged music: but very few housemaids or cooks. Governesses and pretty teachers marry Earls—in the novelties; but there is no record of a housemaid becoming a titled lady. This may have something to do with it. Whether the numbers of domestic servants who do exist are as bad as their mistresses make out, we do not know. Mistresses are human, and humanity is prone to little worries all the world over. Still, we have no doubt that Board Schools, and the novelties, have brought about a certain deterioration in the species. In talking of employing the Chinese "boy," however, these good people know not what they do. They would leap from a merely uncomfortable frying-pan into blazing torments of

Part XIX of the Japan Chronicle's excellent diary of the war has reached us. The illustrations appear to be improving with each number.

The offices of Messrs. W. H. Boyd & Co., at Yokohama, were recently burglariously entered and rifled of goods valued at 2,000 yen.

Mr. J. H. Keppel sat on the bench of the small Police Court yesterday, and together with Mr. F. A. Hazeland, disposed of a number of petty larcenies.

The weekly return of communicable diseases, dated 18th March, reports no plague, one European case of diphtheria, one Chinese case of small-pox (fatal) and one of enteric fever.

A telegram from the Secretary to the Government of Burma to the Colonial Secretary at Hongkong, notifies that the restrictions instituted against arrivals from Hongkong port are now removed.

The current copy of *Der Freie Osten*, edited by Mr. C. Fink, at Shanghai, contains some studies about Japan and China that are excellently illustrated, and one without pictures in which "Sinophilus" has much to say that is interesting about inland China.

the most lurid description. It is our duty to state, once and for all, here and now, that the Chinese "boy" is a horror. As a Chancellor of the Exchequer, we could imagine him bettering Mr. AUSTIN CHAMBERLAIN's best. As a financier in the City, we could conceive of him as making his mark in some sort. As a cashier in a big and busy store, he might do well, particularly for himself. As a prosperous pirate, likely to let his victims know the worst at once, his success in life would seem to us to be assured; and he would, to a not too aesthetic eye, make a becoming tassel to fairly long and strong rope. As a house servant, or even as a hotel servant, he is out of place. He is never so much in the way, either, as when he is out of place; but that is, of course, a too facetious reference to his habit of quartering himself with some other hopefully "boy" who is not yet out of a place. There are, we believe, human beings going about the world who say that the China "boy" is a good servant. The most charitable construction seems to be the usual one of temporary insanity. He is not a good servant. He is about the worst that could possibly be imagined. He is dishonest, he is lazy, he is dirty, he is impudent, he is incredibly cunning. The best of his kind is the one to watch, and swear at, and dismiss, and mourn for, and invite back again, to make you pay, you may be sure, through the nose for your temporary attack of self-assertion. He is capable of the meanest and most maddening revenges. If he be prevented from "squeezing" on the table decorations, he will see to it that none but withered or damaged flowers appear on the table. It is on record that, being prevented from exacting a commission on the kitchen vegetables, he deliberately soiled and made unsavoury all that came to table. Save where an energetic mistress is in the habit of chevying him about his work, the removal of almost any light article of furniture will disclose the dust of ages behind it. He breaks things, sticks them together temporarily with soap and a bit of string, and when the damage is ultimately discovered, he has "no savvy," or concludes that the boy who was there before him must have done it. To treat him with kindness, as a human being, is a confession of weakness which he is prompt to take advantage of. To treat him otherwise is to invite all sorts of reprisals, including the very awkward boycott, the organisation and working of which he thoroughly understands; while in Hongkong, to administer the corporal chastisement that he would assuredly get in Shanghai, is to incur the certainty of magisterial intervention and unpleasant notoriety. All those who boast possession of a good "boy" speak truthfully, with reservations. They shut their eyes to much, and they pay very high rates indeed for his "goodness." Others who speak highly of him, globetrotters and the like, know nothing about him; and especially are they ignorant of what he thinks and says of them, else would their chorus of praise cease with ludicrous rapidity. There may be other bad servants in the world. There doubtless are. But that there are any to equal the Chinese house-boy, for general depravity and all-round worthlessness, at any rate as he exists in Hongkong, is too much to ask us to believe. He is one of those objectionable creatures in whom it is hopeless to look for reform, compulsory or voluntary. The only conceivable way to improve him would be, as MARK TWAIN might say, with a club—a big, hard, heavy club, with jagged spikes on the knobby end of it.

Mr. Justice Smith yesterday gave judgment for the plaintiffs in the case of the Hep Loong v. Weismann, Limited, a claim for \$643 for biscuits supplied. Full text of the Judgment will appear to-morrow.

The visitors to the City Hall Library and Museum during the week ended the 19th March, 1905, were 290 non-Chinese, and 114 Chinese to the former, and 134 non-Chinese, and 3,068 Chinese to the latter institution.

A crown Lands sal. was held at the Public Works Department yesterday when Rural Building Lot No 121, situated in Barker Road, and Island Lots Nos. 1,733 to 1,737, on Shaukiwan Road near Taihung village were put up for auction. The first lot was sold to Mr. Ram for \$3,550, and five Chinese buyers paid \$100 for each of the second lots.

The death is announced of Mr. Arthur H. White, late Deputy Consul-General and Deputy Postal Agent for America at Shanghai, which occurred suddenly on the 21st February at San Francisco. Mr. White retired last year from his post at the American Consulate, settling up in private legal practice. He was born at Hudson, New York in 1873 and came to Shanghai eight years ago. He had gone to America to make arrangements in connection with a large trading concern to operate in China with headquarters in Shanghai, and had carried them through to a successful issue when death overtook him so suddenly. Mr. White, says the N.C. Daily News, will be much missed in American and Masonic circles there.

We desire to bring to the notice of our readers that an excellent smoking concert will be given in the old Chamber of Commerce Room (City Hall) this evening, under the auspices of the Iason Quadrille Club, particulars of which will be found in the advertisement columns of this issue. A really excellent programme has been arranged, and the services of some of our best local talent have been requisitioned. The concert room has been handsomely decorated and everything possible has been done for the comfort of the guests, and we have every reason to believe that those who avail themselves of this opportunity of spending a pleasant evening will have no reason to regret the modest dollar demanded for admission.

An apparently trivial, but interesting question was raised by a letter in the N.C. Daily News. It is not easy to answer offhand, either. Is going round a corner, which wheel or wheels of a vehicle have the tendency to lift? The editor of our co-contemporary in a footnote says "In going round a corner the weight of the vehicle is thrown on the outside wheels," which is scarcely a sufficient answer, although it seems to imply that our contemporaries think the inside wheels are the ones to leave the ground. Weight, of course, flies centrifugally away from the axis, or corner in this case; but it is also certain that an up-standing body leans toward the inside of the curve, in which case the outside wheels would lift. The interest of the question lies in the heated argument it seems to have caused in the north.

Mr. W. A. Allen, Purser of the P. M. s. Korea, reports—Captain James H. Simmonds, a member of the Shanghai Licensed Pilots Association, who was a passenger aboard the Korea en route from Shanghai to Hongkong to join the Minnesota as pilot for the Shanghai river died suddenly of apoplexy on the night of the 10th. He was buried at sea on the following day. Captain Simmonds was a well-known man in his profession, having been in the East for many years. He began his career in the Aberdeen White Star Line, and was afterwards in the Orient Line, and then joined Messrs. Butterfield & Swire. He has been a member of the Shanghai Licensed Pilots Association for the past four and a half years. He was much respected for his genial disposition. His wife, who was accompanying him on the trip and was with him at the time of his death, has the sympathy of their many friends.

We understand that on the retirement of Sir Hiram Shaw Wilkinson, the title of Chief Justice irreversibly disappears. Energetic efforts on the part of the China Association here and in London have been of no avail, and for the sake of departmental convenience, China, Korea, Zanzibar, Constantinople, etc., etc., are put on a uniform basis. It is of course totally impossible for the lay mind to appreciate the action of His Majesty's authorities, which must imply that China and Zanzibar qualify for identical treatment. Zanzibar is somewhat out of the question. It is of little moment if such be every prospect of the Imperial Government having to take over the territory by or about the end of the year, or hand over the place to Sarawak."

The Dallas-Bandmann Opera Company last night gave their patrons a change, when they presented "The Duchess of Dantzig"—a semi-historical play dealing with the always popular Napoleonic period, and portraying the people and incidents supposed to have surrounded that romantic character, Napoleon I.

The theatre was about three parts filled,

which, considering the alarming downpour of rain, was complimentary to the drawing power of this company.

The play opened in a laundry in the Rue Royale, where thirteen pretty laundresses were dicing with seven gorgeous members of the National Guard under Captain Regnier (Mr. Frank Cechman) who had a fine opening song and Sergeant Lebere (Mr. Cooke) who sang a fine drinking song. "Sous Gene" (the mistress of the laundry) was played by Mrs. Dallas, who subsequently becomes a charming vivandiere, to accompany her soldier lover to the wars.

During the first act, after the attack on the Tuilleries, the kind hearted "Sous Gene" gives shelter to an escaping Royalist, (M. Kaya) inciting the suspicion of her lover, and thus affords opening for a fine song by M. Kaya, "Noblesse oblige." He was capitally dressed and made up for the aristocrat, and indeed, throughout, the characters were all well put on. Mrs. Dallas bad at the end of the act some of the largest bouquets ever handed over the footlights. It is unfortunate that Mr. Henry Dallas' personality should be so pronounced, so easily recognizable.

Napoleon was a villain, perhaps, but he was never a fool, and it was difficult to refrain from giggling at him last night. There was quite a smack of burlesque about him. Perhaps when he comes to be lieutenant, and becomes (in the following acts) the Emperor, he may be otherwise; but our representative did not stay to see. A longer and more detailed notice of the piece may be given later.

It is rather late now to refer to the Japanese treatment of foreign war correspondents, but a private letter received yesterday at Hongkong revises the subject in a remarkable manner. The writer states that Baron Komura, in conversation with him in 1902 (or two years before the war) spoke to him of the mistakes irresponsible correspondents had been allowed to make in South Africa; and said then that in the event of war, Japan would take steps to discourage anything of the kind in her own case.

At the officers' room at the Shanghai Town Hall on March 14th Major Watson, on behalf of the officers of the S.V.C., presented to Major Wedemeyer, a very handsome Japanese bowl in recognition of his long services to the Corps, dating back from 1888. In making the presentation Major Watson recalled that Major Wedemeyer had commanded the Light Horse, then Corps Adjutant, and finally Staff Officer. His record was one to serve as an example to the young men of Shanghai, and his fellow officers hoped that the bowl would be a slight reminder to Mr. Wedemeyer and himself of their associations with the Shanghai Volunteers. They wished them both every happiness and prosperity at Foochow. Major Wedemeyer, reports the N.C. Daily News, made a happy little speech of thanks and said it was something of a wrench to leave Shanghai after a residence of eighteen years. The bowl would always be cherished as a reminder of the friends who had been to him.

BRITISH NORTH BORNEO.

The government of British North Borneo is a matter that has for a long time given our concern, the Straits Times, the utmost concern. It does not love the Chartered Company which has control of that fruitful territory, and it loses opportunity of saying so. We have previously quoted what it had to say about what it still describes as "the man of Li Min," a coolie who, it appeared, was somewhat unjustly treated by officers of the British North Borneo Company. It has now discovered another scandal; and the following quotation will be sufficient explanation of our reason for not quoting more:—"A statement of this kind in a public journal merits either official investigation or a libel action; and as the British North Borneo Administration has been seeking cause for such an action against the Straits Times for some time past, we would suggest that this is a fit and proper article wherein to make a suit. We feel assured that such a case would be the best thing that ever happened to British North Borneo."

The Imperial Government would be compelled to step in to administer that territory as it ought to be administered. Then there would be a return of prosperity, because the country itself is good and rich. Only the government is bad."

The charges made by the Straits Times against officials of the Company appear to be based partly on an incident that is thus recorded in the official journal of the Company, the British North Borneo Herald:—

"During the last week of the old year about a thousand natives turned out to make a new road from the Paper shop to the Office, and a fence to keep the buffaloes off it. The only part remaining is turning the sides, which will be done when sufficient rain has fallen. In payment for this a *naukan bear* took place on Jan. 1st, when some 8 buffaloes, 8 bags of rice, half a picul of tobacco and a few cusses of gin were demolished. Each man of the round thousand that came took away food for the rest of his family. The natives prefer this form of payment to any other."

The Straits Times concludes with these words:—

"The darkest hour is that before the dawn, and though affairs are very black in Borneo just now, we have reason to believe that the Chartered Company's administration is bringing about its own damnation, and that at the present rate of decline it cannot last many months longer. There seems to be every prospect of the Imperial Government having to take over the territory by or about the end of the year, or hand over the place to Sarawak."

## THE THEATRE.

The Dallas-Bandmann Opera Company last night gave their patrons a change, when they presented "The Duchess of Dantzig"—a semi-historical play dealing with the always popular Napoleonic period, and portraying the people and incidents supposed to have surrounded that romantic character, Napoleon I.

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## TELEGRAMS.

[DAILY PRESS SERVICE.]

SIR EDWARD ALFORD DEAD.

LONDON, 20th March.

Sir Edward Fleet Alford, youngest son of the late Bishop Alford of Hongkong, died on Saturday, aged fifty-five.

[Sir Edward Alford came out to Hongkong nearly forty years ago, at the age of seventeen, as an employee of Messrs. Jardine, Matheson & Co., in which firm he ultimately became a partner. He was Chairman of the Shanghai Chamber of Commerce in 1896-99, and left in the latter year for Home, where he retired from business. He was a candidate for Parliament at the last general election. He served on the committee appointed by the Government to inquire into the Chinese Indemnity question, and on the committee to consider the increase of Import Tariff, three years ago. He married the eldest daughter of the late Colonel John Shand, of the Madras Staff Corps.]

FRANCE, GERMANY AND MOROCCO.

LONDON, 20th March.

It is announced that H.M. the Kaiser is to visit Tangiers on the 31st instant.

There are reports of complications between France and Germany with regard to Morocco, owing to German influence in that quarter threatening to become predominant.

## INDIA'S SORROW.

LONDON, 20th March.

The week's deaths from plague in India number 45,000.

[REUTER'S SERVICE.]

## FUNDS FOR JAPAN.

LONDON, 18th March. If satisfactory terms can be arranged, a number of New York bankers have signified their readiness to participate with German financiers in bringing out a Japanese loan.

AN "OFFICIAL" ANNOUNCEMENT.

LONDON, 18th March. It is officially announced that Russian gold reserves yesterday stood at 1,349,000,000 roubles, against circulating credit notes of 903,000,000 roubles, and that the amount legally required to cover these is only 602,000,000 roubles.

## THE WAR.

JAPAN AND GERMAN LOANS.

LONDON, 20th March.

Japan is opening negotiations for a loan in Germany.

## KUROPATKIN'S COMMAND.

LONDON, 20th March.

It is reported that General Kuropatkin is now commanding the First Army Corps in Russia.

[BY COURTESY OF THE JAPANESE CONSUL.]

## THE PROGRESS OF THE PURSUITS.

TOKYO, 20th March.

At 4 a.m. on the 19th inst., our detachment occupied Kaeyuan, twenty miles north of Tiehling. The enemy afterwards attempted a counter-attack, but was repulsed. The enemy burnt the bridges on the main road south of Kaeyuan, and also destroyed a part of the railway bridge. A number of Russian guns were found buried near Mukden.

## HONGKONG JOTTINGS.

The *Minnesota*, the pioneer steamer of the Great Northern Co.'s service between Seattle and this coast of the Pacific, causes the man-in-the-street to again take note of the astonishing increase in recent years in the size of the steamers now entering the ports of the Far East. What a change has come over the character of our shipping during the last five years! This is especially noticeable in the ships that cross the Pacific. It brings home to us the expansion which is taking place in the trade of America with the Orient, and the commencement of a service of steamers like the *Minnesota* manifests the confidence felt on the other side of the Pacific in the possibilities of the development of trade in the immediate future. Not only have the San Francisco companies increased the tonnage of their vessels, and the great Northern Company exceeded them in this respect, but the Canadian Pacific Company are also building new steamers for the trade. The man-in-the-street is inclined to wonder where all the freight is to come from for the homeward trip.

The crowds which flock off on the launch on Saturday to view the *Minnesota* saw a great deal to marvel at in the arrangements made for the comfort and convenience of passengers, and the increasing size as well as the increasing number of steamers crossing the Pacific suggest a time when it will be as cheap to get to England via America as via the Suez Canal. We have seen great developments in recent years in the German steamship services to the Far East via the Suez Canal and we are having it made manifest to us at this season of the year how passengers struggle to book berths on the largest steamers. How long, I wonder, shall we have to wait before the P. & O. Company put some of their largest steamers on this run? Sir Thomas Sutherland a few months ago in a speech foreshadowed this, but there is no indication that they are coming this year.

It is satisfactory to learn from the annual report of the Superintendent of Police that during the year 1904 there was a very substantial decrease in the number of serious offences as compared with the number in the previous year. There is nothing in the Report suggesting an explanation of the decrease, but it is possibly due largely to the more peaceful and prosperous state of the neighbouring provinces, and also to the frequent use of the stocks as a form of punishment in cases of robbery and larceny.

The outcry against the increase in the price of butcher's meat in Hongkong does not seem to have had any marked effect except on the activities of the Dairy Farm Co. who have seized the opportunity to make known the possibilities of a great development of their frozen meat business. Noticing the remarks in the Hongkong papers on this subject, and particularly the references made to the example set by the foreign community of Kobe, the *Japan Chronicle* remarks:—"There is nothing like united individual action, and it is just possible that had there been a little more of it among foreign residents the cry would not be so loud at the present time concerning the increased cost of living all round." There was a time in the history of Hongkong when the community seized upon any excuse for a public indignation meeting, but the suggestion of such a thing now-a-days is regarded with absolute indifference. "The increased cost of living all round" is, to be sure, a theme on which any number of speeches could be made, and if we could get a little more of this "united individual action" it is just possible that the Government might be induced to consider the many ways in which they could assist the community in the matter. Reverting to the price of meat, it seems to be accepted as a sufficient excuse that the Chinese authorities of the neighbouring provinces have deemed it necessary to limit the export of cattle. But what is the Government doing to encourage the breeding of cattle in the New Territory which was so ardently advocated a few years ago? We have in Hongkong means of checking "squeeze piggin" in this connection which is denied to the foreign communities further north, if only we would use them.

Against the "Musings in a Hongkong Chair" published a few days ago in the *Daily Press*, a question which must often suggest itself to those who muse in Hongkong Chairs is: "Why do we call the queue a pig-tail?" Surely the queue is no more like the curly caudal appendage of the pig than it is like the horn of a buffalo. The explanation doubtless is that "pig-tail" is a description which has been passed down to us like heirloom from our English forebears who came to China a century ago or more when the term "pig-tail" was in common use in England to describe the tonorial mode of the day. The "tails" of our English forefathers were much shorter than are the queues of the Chinese, and therefore more neatly answered to the descriptive term "pig-tail." The Army was the first to abandon them in the beginning of the Nineteenth Century, but the Navy stuck to them until 1825, and their disappearance was then lamented in a pathetic ballad, the refrain of which ran:—

Oh, long shall poor old England  
That unhappy day bowail,  
That turned her tars to cripplers  
And left Jack without his tail, sir!

BANYAN.

General Bragg, the Consul General for the United States, calls our attention to the paragraph (the statement in which was taken from an American paper) referring to four American senators said to be charged with receiving bribes. There are no present senators bearing the names given, says our informant.

## SUPREME COURT.

Monday, 20th March.

IN CRIMINAL JURISDICTION.  
BEFORE SIR H. S. BERKLEY (CHIEF JUSTICE).

## WOUNDING WITH INTENT TO MURDER.

Wong Kwong Tai, Chan Choi and Lai Fat were charged with wounding with intent to murder. Hon. Mr. E. H. Sharp, K.C. (Attorney General), instructed by Mr. Morrell (of the Crown Solicitor's office) presented. The prisoners pleaded not guilty, and the following jury was empanelled:—Messrs. F. W. White, J. D. Kinnaid, C. Linahan, D. S. D. Burgess, H. D. Bell, Erich Georg and A. G. Coppin.

The Attorney General in his opening remarks said:—"These three prisoners are charged with acting in a gang and committing an attack, a very brutal attack, on a Chinese police sergeant in the New Territory. The facts are that on the 31st January, between six and seven in the evening, this sergeant was on duty at a place not far from Deep Bay, near the Tak-tai Temple, which appears to be used as a sort of club or lodging house for very undesirable characters. The sergeant saw a man coming out of the temple, and walking away in a manner such as to cause suspicion. As soon as this man saw the sergeant he took to his heels and ran. The sergeant gave chase, arrested him, and found several boxes of opium and a sealed on his person. Bringing the man back along the road towards the police station, when they reached a lonely spot the three prisoners came out and demanded the man's release. One prisoner is keeper of the temple. The sergeant refused to surrender the man, and the four attacked him. He took out his whistle but the place was too far from the station for it to be heard. The man snatched the whistle away, and also the sergeant's revolver. The sergeant finally was thrown down, kicked, and stabbed ten or fifteen times in the face. They tried to blind him. The sergeant, after putting up a very good fight became insensible. His body was dragged some distance along the road and thrown into a pit. They may have thought the man was dead, but fortunately he was not. Some time later a policeman was walking along the road and heard groans. The wounded man gave certain information, and in consequence of this the three men were arrested at the temple. The sergeant was brought into the Government Civil Hospital where he was laid up for six weeks.

After the hearing of the evidence, the Attorney General said he desired to withdraw the charge against the third prisoner, as he did not consider the identification of this man satisfactory.

The jury returned a verdict of guilty with respect to the first and second prisoners. They were sentenced to five years' hard labour and to receive 24 strokes of the birch within the first six months' imprisonment.

## ASSAULT ON A JUNK.

Lo Po Shing and Lo I were charged with wounding with intent to do grievous bodily harm. They pleaded not guilty and the following jury was empanelled:—Messrs. D. E. Clark, L. Datam, E. C. Engel, J. Cruckshank, J. Benjamin, W. F. Must and T. E. Collings.

The Attorney-General in his opening statement said the two prisoners were charged with acting together in an attack on Pang Ling for purposes of either robbing him or doing him grievous bodily harm. This man Pang Ling was a sort of small ship-chandler and carried on business with junks at a village not far outside British territory. He was also a money-lender, and was owed Tls. 120 by a woman who owned a junk. On the 11th February, in the afternoon, this man was in Hongkong and went on board the junk of this woman. She admitted the debt but said she could not pay it. The junk left in the afternoon, this man being on board as a passenger. The prisoners were sailors employed on the junk. At seven in the evening Pang Ling went to sleep in the hold of the junk. At about two or three o'clock in the morning, just outside Lyemun, the first prisoner woke up Pang Ling and demanded money. Pang Ling said he had none, and the first prisoner proceeded to search him. Pang Ling struggled, and the first prisoner struck him at with a chopstick. Pang Ling shouted and the second prisoner came to the assistance of the first, attacking Pang Ling with a bludgeon and inflicting somewhat serious injuries. Pang Ling was in hospital for ten days. Pang Ling called for help and the women came to the rescue. The junk arrived back at Hongkong on the following morning and the prisoners were arrested.

The prisoners were convicted and sentenced to five years' hard labour and 24 strokes of the birch within the first six months' imprisonment.

## ROBBERY.

Cheng Mak Sung and Yau Kui were charged with robbery, and Wong Yau Fat with robbery with others. The latter pleaded guilty, and subsequently gave evidence against the first two prisoners who pleaded not guilty. The jury was as follows:—Messrs. J. McArthur, M. P. Beattie, C. G. Brückner, T. E. Collings, E. C. Georg, P. A. Cunningham and C. Linahan.

Mr. H. G. Calthrop, who in this case acted for the Attorney General, in opening the case said that the robbery had been committed in the New Territory. The prisoners on the 22nd February attacked a house (there were six robbers altogether) at one o'clock in the morning. The robbers seized an inmate who had just returned from abroad (from Honolulu), bound him and threatened to take his life. They asked him for money, and for his keys. He refused, and they broke open the boxes and stole property to the value of about \$350. Wong

Yau Fat was arrested and gave information which led up to the arrest of the other two.

The prisoners were convicted and sentenced to five years' hard labour and 24 strokes of the birch within the first six months' imprisonment.

## CHINESE ENGINEERING AND MINING CO.

As the legal proceedings in connection with this company continued to arrive in fragments, long after the verdict had been telegraphically announced in the *Daily Press*, the following story was empanelled:—Messrs. F. W. White, J. D. Kinnaid, C. Linahan, D. S. D. Burgess, H. D. Bell, Erich Georg and A. G. Coppin.

The company was originally a Chinese undertaking with an intelligent, if rather unscrupulous Chinese gentleman, Chang Yi-mao, as Director-General, he being an official of the Chinese Government, and the company being like the China Merchants S.N. Company and the local railway and telegraph undertakings, under theegis of the Chinese Government. In 1909 the said *egis* was not worth much, and the opportunity was taken by a smart London financial agent of American nationality, Hoover by name, to remove once more the efforts he had made unavailing at earlier periods, to get the company into the hands of his firm, a London firm also distinguished by smartness, Messrs. Bewick, Moreing & Co. The foreign troops had spread over the land, and the company's property was seized and occupied by them. Chinawingto, the company's port, was a billeting ground for troops of half a dozen nations. Its wharves, ships, and properties were, to all appearance, only so much loot, and Chang Yi-mao himself was turned out of his house, the fine residence on Meadows Road, Tientsin, which is now occupied by the agent and general manager of the company, but which in 1909 was under the headquarters of the Japanese troops. This was Mr. Hoover's psychological moment. "You have rejected my generous offer to put new life and capital into the company," he said to Chang Yi-mao, "and now see what comes of it. Your properties are all seized and will be confiscated by the Powers; you will get not a cent of recompence, while I can offer you a £100,000 down, with more to follow, and (it may be imagined) something for yourselves to soothe your family pride. Further, the company can then be put under British laws, and those who are willing to rob the Chinaman will be far too conscientious to steal from a great Power. You will therefore gain something and lose nothing by accepting my proposals; you lose everything and gain nothing by rejecting them. Is it a go?" "It's a go," replied Chang Yi-mao, in effect, after duly taking the advice of disinterested persons such as Mr. Detring and Mr. von Hanneken. A deed was drawn up by Mr. Emens, barrister-at-law, whose perspicacity need not be called in question behind his back, and it was arranged, among other things, that the company should be regenerated according to the immaculate provisions of British joint-stock company law; that the management should be conducted by two boards, one in London and one in China; that Chang Yi-mao should continue as Director-General, having equal powers with the foreign directors in China, that the management of the company's mines, ships, and all other properties in China should be in the hands of the China Board, and that all the shareholders, Chinese and foreign, should be the persons to elect the London as well as the China Board; finally, that the company should be managed in such a spirit as to conduce to the harmony of Chinese and foreign interests on a fair and equal basis, to the enrichment of the Chinese Government and the general welfare of all concerned.

Now it is not too much to say that every one of the special provisions above summarised has been flagrantly and wantonly violated. There is no China Board and never has been since the agreement was signed; hence the management has not been directed by such a board, but alternately by London and Brussels. Chang Yi-mao did not continue as Director-General, and was no more allowed to control its affairs than the coolies who swept the rooms. On the historic occasion when he attempted to lift a finger and have the flag of China hoisted at the Tongshan mine, he was figuratively hit on the head with a brickbat and carried up on the floor; the flags of China and Belgium fluttered for a moment in the breeze, till British troops were ordered to the spot and the British flag was hoisted in their place. Chang Yi-mao has indeed had equal powers with the foreign directors in China, for there are no foreign directors in China, and Chang's powers are nil; and things which are equal to the same thing are equal to one another. The share-holders in China have never been allowed to elect or have a hand in electing a London or any other board. This is the method that has been employed to bring about the spirit of harmony and brotherly love which Mr. Hoover and his co-signatories put their seals upon to in February 1909.

At the last meeting of shareholders in London reference was made to the threatened litigation, by which Chang and his party and the China shareholders—who include many Tientsin residents—sought to compel fulfilment of the terms of the written compact. It was stated by the London Chairman that the proceedings did not cause them any uneasiness, and could not amount to much. Judgment, however, has gone in favour of Chang Yi-mao and the China shareholders. If this is upheld on appeal, as seems most certain, the management and control of the company will be shifted to China—that is to say, to Tientsin or Shanghai, and China shareholders, foreign and Chinese, will, for the first time, gain control of their own property. Thus at length will British law tend to promote the spirit of justice and equity which Mr. Hoover and his party have hitherto, with wonderful ingenuity, contrived to defeat.

The *Japan Chronicle* adds:—"There is one correction in the above account which we happen to be in a position to make. It is that Chang Yi-mao was not turned out of his house at Tientsin by the Japanese in 1909. The arrangement by which it should serve as the Japanese head-quarters was a perfectly amicable one between him and the Japanese authorities. For that whole period that the house was occupied the Japanese paid rent for it, and during this time Chang Yi-mao and his family lived quietly at Nagasaki."

At the annual meeting on March 14th of the shareholders in the Shanghai House Bazaar Co., Ltd., the Chairman (Mr. A. W. Burkill) was able to comment on a year which had been prosperous under difficulties. The last mortgage had been paid off, the building improvements have been carried out and paid for from working capital, and the directors were able to recommend a dividend of ten per cent, with a bonus of two per cent added.

[ALL RIGHTS RESERVED.]

## THE COMING AUSTRALIAN TOUR.

BY  
LORD HAWKE

(Captain of the Yorkshire County Cricket XI.)

There is no doubt that the visit of the Australians will overshadow all other cricket this coming summer, and this is not to be wondered at. Ever since Messrs. Spofforth and Boyle rented a magnificent side of M.C.C. in an extraordinary match which lasted only four and a half hours, a Colonial tour has inspired a thrill of interest in all classes of the community which has no parallel in other years. The value of the different elevens that have visited our shores need not here be estimated, but without fear of contradiction I will say that the last side was equal to any of its predecessors and in Mr. Victor Trumper it possessed the best as well as the most attractive batsman in the world.

The Colonials will certainly strain every nerve to avenge the fine series of defeats inflicted on them by the side sent out by M.C.C. to recover the "ashes," a task which was successfully accomplished in a way that has now become historical.

At present Colonial cricket suffers from the want of new men. At all times the range from which a representative side can be recruited at the Antipodes is far more restricted than with us, and out of the sixteen counties actually invited to participate in their last five Test Matches, only three—Messrs. A. R. Osho, A. Cotter and P. McAllister—had not previously visited England. The Colonial interest during their current season will be concentrated on the discovery of "new blood," but of bowling which is unfamiliar to us at home, that of Mr. Cotter alone promises to be first-class.

It is, however, too soon to prophesy. The determination with which the Australians play cricket, the steady way in which they never lose their heads or give anything away, their sound batting, and above all the excellence of their fielding and their great knowledge of the game, must at the worst make them formidable. I say at the worst, but there is not the least ground for believing that any deterioration will be shown from the high standard of the last side except in bowling, and even about that we may receive an unpleasant surprise.

## THE SELECTION OF A TEAM.

No one who has not had the arduous task of selecting a side to do battle for England in a Test Match can appreciate the enormous responsibility which falls upon those who have the thankless task. It has been my duty on the two last occasions and without being invidious, I should like to express the opinion that it does not require five men to pick eleven cricketers. The practice on the last tour was that the Board of Control of Test Matches nominated by the Committee of M.C.C. chose three to compose a Selection Committee and these co-opted the Captain and another amateur who was to play, before deciding on the rest of the side. As a matter of fact thirteen were usually chosen, the final selection being practically left to the Captain on the morning of the match.

Personally, I should like to have seen that Selection Committee reduced to two, who should co-opt the captain, and that triumvirate ought to be able to pick a representative side. It is impossible to satisfy everyone, but the community may rest assured that the claims of every possible cricketer are weighed and the utmost care is taken to place in the field the safest, the soundest and the best balanced eleven. I am further of opinion that it is essential that those who choose the English team should themselves be engaged in actual participation in first-class cricket.

A problem which always recurs when the Australians visit us is how to compress all the matches of the cricket season, those of the counties, the University trials, the fixtures of M.C.C. and Ground and of L.C.C. together with all the Colonial engagements within the limitations of our brief summer. As you can not force a quart of wine into a pint bottle, it is obvious that something must be lost. It has been therefore usual to reduce the minimum number of counties which must be met, in order to qualify for the championship. There has never been the smallest attempt to unfairly take advantage of this in arranging the fixtures. The necessity under modern conditions of obtaining good rates and the sportsmanlike spirit with which first-class cricket is played, alike forbid any executive to compose a programme entirely with counties manifestly inferior to its own.

## TEST MATCHES AND COUNTY CRICKET.

But an Australian visit does mean that a county may succumb to another simply because it has released its best players for a Test Match. Take a hypothetical case in my own county. Suppose the Yorkshire executive were asked to send Mr. Jackson, Hirst, Rhodes and Denton to a Test Match, and that Haigh and Tunnicliffe were both injured, it is conceivable we might suffer a severe defeat from my county eleven, when playing what would be less than an "A" team, and thus perhaps lose one or more places in the championship table. Now if something like this were repeated on the occasion of each of the five National fixtures, Yorkshire instead of losing two matches as in 1904 would lose seven, and have to take at the best the sixth position on the list. Now even the most patriotic Tyke would call this a severe price to have to pay for his country as opposed to his county's cricket.

There is an additional proposal largely supported which goes further. Some prominent cricketers desire to see the revival of matches

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## NEW ADVERTISEMENTS

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG," having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 22nd inst., will be landed at Consignees' risk and expense into Godown at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 20th March, 1905. [18]

## S.S. "TONKIN." COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex. s.s. "Douro" and "Siui," from Havre or s.s. "Douro," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-DAY, the 20th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 27th March, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th March, or they will not be recognized. All damaged packages will be examined on Monday, the 27th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU, Acting Agent.

Hongkong, 20th March, 1905. [2]

## INTIMATIONS

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## THE DALLAS-BANDMANN OPERA CO.

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TUESDAY, MARCH 21ST,

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"THE DUCHESS OF DANTZIC."

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FRED. C. GARTON, Business Manager.

Hongkong, 20th March, 1905. [62]

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Hongkong, 21st March, 1905. [63]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVENUTO."

FROM LONDON VIA SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 20th March, 1905. [69]

## THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles:-

Chinese Currency Reform.

Native Warfares.

Epilogue of the War.

Australia's External Trade.

The Powers and China.

Kinshau.

Trade Prospects in China.

Kowloon Canton Railway.

Hongkong Jettings.

Shanghai's General Chamber of Commerce.

Supreme Court.

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The Tientsin Land Investment Co., Ltd.

Canton.

Musings in a Hongkong Chair.

A Sailor's Quarrel.

A Chinese Desperado.

Chinese Stewards.

Armed Robbers Again.

"Robbery" in Due Vouix Road.

The s.s. "Minnesota."

The "Princess Alice."

Masonic Misunderstandings.

A Night Out.

Chinese Currency.

Chess.

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Hongkong, 21st March, 1905.

[757]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, the 21st instant, at Noon, at the AUCTION SALES ROOM,

3 Cases SHIRTING PRINTS.  
TERMS OF SALE.—Cash on delivery. All lots with all faults and errors of description at purchasers' risks on the fall of the hammer.

V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 17th March, 1905. [736]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER IN BANKRUPTCY, to Sell by Public Auction.

TO-MORROW (WEDNESDAY), the 22d MARCH, 1905, at 11 A.M., at HOP YICK'S GODOWNS, West Point, The following Merchandise:-

No. 1 Godown—373 Pieces COPPER, 350 Bags RANGOON BEANS, 111 Bags COW'S HIDE GLUE, 250 Bags BROWN SUGAR CANDY, 250 Bags DARK BROWN SUGAR.

No. 2 Godown—5 Bags BLACK PEPPER, 60 Bags—7,200 SMALL WOOD STICKS.

No. 7 Godown—57 Bags STARCH FLOUR, 64 Bags RANGOON BEANS, 52 Bags COW'S HIDE GLUE.

No. 8 Godown—5 Bags BLACK PEPPER, 29 Bags GROUND NUT (in Skin), 71 Buckets BLACK JAVA SUGAR, 104 Bags RANGOON WHEAT'S.

No. 9 Godown—174 Bags BLACK PEPPER, 222 Bags GROUND NUT (with Skin).

No. 10 Godown—1,372 Bags GROUND NUT, 30 Boxes TOBACCO LEAVES, 36 Bags CHINESE MEDICINES.

229 Bags LIGHT BROWN SUGAR, 57 Bags GLUTINOUS RICE, No. 11 Godown—327 Bags SUGAR CANDY.

TERMS.—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 17th March, 1905. [737]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (WEDNESDAY), the 22d MARCH, 1905, at 12 o'clock Noon, at the Godowns of the Chinese Engineering and Mining Co., Yunnan.

(FOR ACCOUNT OF THE CONCERNED), About 1,300 Tons MOJI LUMP COAL in Lots of 100 Tons.

GEO. FENWICK, Auctioneer.

Hongkong, 17th March, 1905. [738]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (WEDNESDAY), the 22d MARCH, 1905, commencing at 4.45 P.M., at No. 13, KNUTSFORD PLACE, Kowloon,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS.—As customary.

On View from Tuesday, the 21st March, 1905.

GEO. F. LAMMERT, Auctioneer.

Hongkong, 16th March, 1904. [720]

## CANTON DISTRICT,

## LOCAL NOTICE TO MARINERS

No. 71.

REMOVAL WORK AT CANTON RIVER BARRIERS; PRECAUTIONS TO BE OBSERVED BY PASSING VESSELS.

REFERRING to Notice to Mariners No. 67, Notice is hereby given that the signals contained therein are annulled and that in future Warning and Danger signals in connection with removal work at the Barriers will be made as follows:-

A RED FLAG hoisted on a junk, steam launch or other craft in the neighbourhood of the Iron and Bridge Barrier, indicates a craft with high explosives on board.

TWO BLACK SPHERES hoisted on a junk in the vicinity of any of the Barriers, indicates that danger would be caused to life and property by the wash of steamers.

This signal will be hoisted when a diver is down, when explosives are laid, or when a junk is so fast to the bottom or to piles, as to render the wash of a steamer dangerous.

Vessels approaching the Barriers should keep a careful look-out for this signal, and, if hoisted, slow down at a sufficient distance to prevent her wash reaching the boat at work, and proceed dead slow until well past.

If owing to any reason it is unsafe for a vessel to pass the Iron Barrier, a RED TRIANGULAR SHAPE 6 feet in height, will be hoisted on a staff at the Barrier light hut.

A vessel seeing this signal should on no account attempt to pass.

J. HOWELL MAY, Harbour Master.

Approved,

H. J. MAYER,  
Acting Commissioner of Customs.

Custom House, Canton, 15th March, 1905. [750]

## WANTED.

Apply to—

ROBINSON PIANO CO., LTD.

Hongkong, 8th March, 1905. [646]

## SHORTHAND.

PRIVATE LESSONS given in Pitman's

Shorthand. Terms moderate.

Apply by letter to—

J. W.  
P. O. Box 143.

**GREGOR & CO.,  
WINE AND SPIRIT MERCHANTS.  
HONGKONG.**

**BURGUNDIES:**

	Per Case Quarts \$15.60
NUTS	13.60
MACON	16.00
BEAUNE ORDINARY	21.75
SUPERIEUR	23.40
VOLNAY	27.00
SUPERIEUR	33.60
POMMARD	33.60
CHAMBERTIN	38.70
CLOS VOUGEOT	47.70
GREVE ENFANT JESUS	54.00
SPARKLING BURGUNDY	24.30
SPARKLING POMMARD	36.90
SPARKLING CHAMBERTIN	48.60

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Firms.

45-10

**TO LET****TO LET****FOR SALE AND TO LET.**

A WELL FURNISHED SIX ROOMED HOUSE. Excellent situation, Garden, Tennis Court and Swimming Bath.

Apply to—

FINE BUILDING SITES for Sale in Wan Chai Road; also GODOWNS To Let. Cheap.

Apply to—

THE ROBINSON PIANO CO., LTD.

Hongkong, 14th February, 1905.

[272]

TO LET.

HOUSE in CLIFTON GARDENS, Conduit Road, from 1st July, 1905.

Apply to— THE MEDICAL HALL

Hongkong, 14th March, 1905.

[282]

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply to— Care of Daily Press Office.

Hongkong, 9th March, 1905.

[675]

TO LET.

NEW STORE nearing completion to Let in Chater Road, opposite Hongkong Hotel, area about 3,000 square feet.

Apply to— "ALPHA"

Care of Daily Press Office.

Hongkong, 18th March, 1905.

[743]

TO LET.

PER 1st April, ONE OFFICE ROOM on Second Floor Prince's Buildings.

Apply to— REUTER, BROCKELMANN &amp; CO.

Hongkong, 17th March, 1905.

[732]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE &amp;

FINANCE CO., LTD.

Hongkong, 21st June, 1904.

[97]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel.

Apply to— HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 7th January, 1905.

[180]

TO LET.

DETACHED HOUSE in Robinson Road, Kowloon.

Apply to— HENRY HUMPHREYS,

or to HUMPHREYS' ESTATE AND FINANCE CO., LTD.

Hongkong, 26th February, 1905.

[539]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.

Apply to— COMPRODORÉ'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 1st March, 1905.

[84]

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34a, 34b, 34c, Praya East.

Apply to—

THE HONGKONG LAND INVEST.

MENT AND AGENCY CO., LTD.

Hongkong, 28th March, 1904.

[18]

TO LET.

NOS. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVEST.

MENT AND AGENCY CO., LTD.

Hongkong, 28th March, 1904.

[18]

TO LET.

TWO ROOMS, unfurnished, with Servants' Quarters and Kitchen, in good locality.

Apply by letter, to BOX 611.

Care of Daily Press Office.

Hongkong, 15th March, 1905.

[704]

TO LET.

A LARGE and SPACIOUS ROOM cr. A OFFICE on the First Floor of No. 34, Queen's Road Central. Possession from 1st April, 1905.

For particulars, please apply to—

WONG CHU SANG,

Care of Yee Sang Fat,

Opposite the Post Office.

Hongkong, 7th March, 1905.

[635]

**THE GERMAN NAVY.**

*Uebell* states that the sum demanded, but not yet granted, for the German Navy Budget for 1905 is £28,209,000 marks, or about £1½ millions sterling. Taking this year alone, this exceeds the sum foreseen in the 1900 programme by 15,400,000 marks, or about three-quarters of a million sterling. If, however, the amounts granted for the years 1901-4 be added to that now demanded for 1905, the total is slightly less than that foreseen for the five years.

Some additional expense has been caused by a larger proportion of steel ships being considered necessary in consequence of the longer ranges at which ships now come into action, ranges at which ordinary steel is not so effective. The substitution of 346in. for 145in. guns in ships of the Braunschweig class has also caused an increased charge for ammunition, so that altogether twice the amount for ammunition is required as compared with that in the 1904 Budget. The longer range of the modern torpedo has made necessary the adoption of these torpedoes in the German navy, together with an improvement in the torpedo tubes generally, and the submerged torpedoes have been rendered movable in the same way as those above water; the new and larger boats also having a large radius of action, require to carry a larger number of torpedoes, for these various reasons the sum of 720,000 marks (£35,000) is asked for on account of torpedo armament. A first instalment is asked for the rearming of the landing corps of the various ships, a magazine pistol being substituted for the obsolete and heavy revolver with which these corps have hitherto armed.

The Budget includes provision for 109 additional naval officers—namely, one vice-admiral, two rear-admirals, four captains, 12 commanders, 31 lieutenants commanders, and 51 lieutenants.

The needs of the service require 56 more officers, chiefly lieutenants, but for the present the German Admiralty contents itself with an increased number of midshipmen and cadets. The additional naval engineers include one fleet engineer, three staff engineers, five senior, and nine other engineers. Provision is also asked for an additional 2,103 warrant and petty officers and men, so as to bring the total number of these up to 32,833.

With regard to ships, final instalments are asked for the battleships *Preussen* and *Hessen*, the armoured cruiser *Yorck*, the protected cruisers *Münster* and *Lübeck*, a t.b. destroyers, and for the reconstruction of the ships of the Brandenburg class, that of two of them being already finished; first instalments are asked for the last two of the five battleships of the *Duisburg* class, "Q" and "R," the armoured cruiser "D" (sister ship to "C" laid down last year), the protected cruisers "O," *Ersatz Wacht*, and *Ersatz Blitz*, a t.b. division, and a steamer for laying mines; the total amount is asked for a gunboat "C" (struck out of the 1904 Budget), a river gunboat, and a surveying vessel; second instalments are asked for battleships "O" and "P," of the *Deutschland* class, armoured cruiser "C" and protected cruiser "N," *Ersatz Alexander*, and *Ersatz Meteore*; third instalments are asked for the battleships *Lothringen* and *Deutschland*.—Times.

Colonel Picquart, well known in connection with the Drayton trial, contributes to the *Argus* an interesting article on the military situation in the Far East. After an impartial survey of the campaign down to the present, in the interests of Russia he advocates peace. Although, as he observes, nobody can pretend to predict the result of a great battle, it may be permissible to say that, even if the Japanese do not succeed in their new enterprise, the situation would not be much more brilliant for Russia. He considers that in order to put things back to the point where they were at the beginning of the war—not on sea, where the game has been irretrievably lost, but only on land—General Kurukawa would have to beat Marshal Oyama's armies thoroughly, to drive them out of Manchuria, to seize Korea, and to recapture Port Arthur.

Colonel Picquart further remarks as follows—“As to that famous fleet under Rozhestvensky which left Russia last October for the seat of war, and which distinguished itself in such a singular manner against the Hull fishermen, I do not think it must be reckoned with otherwise than as being likely to increase the list of naval disasters hitherto experienced by the Japanese.”

On the other hand, it is a fleet of which a Russian officer himself “regretted

**COLONEL PICQUART ON THE SITUATION IN THE FAR EAST.**

Colonel Picquart, well known in connection with the Drayton trial, contributes to the *Argus* an interesting article on the military situation in the Far East. After an impartial survey of the campaign down to the present, in the interests of Russia he advocates peace. Although, as he observes, nobody can pretend to predict the result of a great battle, it may be permissible to say that, even if the Japanese do not succeed in their new enterprise, the situation would not be much more brilliant for Russia. He considers that in order to put things back to the point where they were at the beginning of the war—not on sea, where the game has been irretrievably lost, but only on land—General Kurukawa would have to beat Marshal Oyama's armies thoroughly, to drive them out of Manchuria, to seize Korea, and to recapture Port Arthur.

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Russia, Colonel Picquart continues, cannot exhaust herself in a single enterprise so far from her vital centres. She occupies, in Europe, a position which does not admit of her sending out the whole of her army. She has, moreover, to reckon with grave internal difficulties. The sacrifices already made are considerable. Six army corps in Europe—that is to say, one quarter of the effective forces of the Empire—have been successfully mobilized. A still more considerable portion of the army has been disorganized to contribute to the formation of those corps called Siberian and composed of various elements. As to the losses sustained, they already number more than 100,000 men, many more than in the last Russo-Turkish war, to say nothing of the destruction of the Far Eastern squadron, the capture of Port Arthur, and the loss of war material.

Colonel Picquart also points to the heavy sacrifices entailed by the war on the Japanese, and his conclusion is that the moment seems to have come to put an end to hostilities the prolongation of which would cause further terrible sacrifices without essentially modifying the present situation. “The number of those who in Russia are raising their voices in that sense is ever increasing. It is to be desired that they will carry the day before a new and useless conflict occurs between the two great hostile armies to the south of Mukden.”—Times.

The *Courrier de Haiphong* says that it is anticipated by those in the vicinity of the wreck of the French cruiser *Sully* that the 2nd April will see the vessel once more afloat. When once afloat she will be taken to a neighbouring bay where she will be sheltered. Then, and not before, will it be decided by order from Paris whether she will be sent either to Saigon or Hongkong. The *Sully* is in a very precarious position being astride the summit of a rock, and heavy weather just now would mean her total loss.

The *Manila Cable News* say—Important changes will shortly take place among the higher officers of the Asiatic fleet. Rear Admiral Yates Stirling, the commander-in-chief, will relinquish the command about the 17th instant. On that date the battleship squadron will leave Cavite for Hongkong, and Rear Admiral William M. Folger, now commanding the cruiser squadron, will assume the chief command. In turn Rear Admiral Charles Jackson Traub, commanding the Philippine squadron, will succeed to the command of the cruiser squadron. Speculation is rife as to whom the department will select to command the Philippine squadron.

Since the secretary of the navy has recommended the creation by congress of two offices in the service which will carry with it the grade of vice admiral, it is believed that Rear Admiral William M. Folger will be one of the first officers to hold this rank as it is understood that the increasing importance of the position of commander-in-chief of the North Atlantic fleet, necessitates this advancement of the incumbents of the office. Rear Admiral Robley D. Evans will, it is thought, be the other officer to profit thereby, as that officer was but recently assigned to the chief command of the North Atlantic fleet.

The *Queen of Table Waters*, pure, sparkling, invigorating.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS, Hongkong, 31st July, 1903.

[36]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 cubic feet of cold storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

W. PARLANGE, Manager.

Hongkong, 12th November, 1903.

[55]

THE AMERICAN SYSTEM OF ENTERTAINMENT.

DR. M. H. CHAUN.

37, QUEEN'S ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

[6.3]

A. LING &amp; CO., FURNITURE STORE,

PLATED GLASS AND CROCKERY WARE, &amp;c., &amp;c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, HONGKONG.

## SHIPPING.

## ARRIVALS.

AMBERTON, British str., 3,500, Williams, 19th March.—Barry 15th Jan., Coal.—E. A. Traling Co.  
BENVENUTO, British str., 2,503, R. Kroble, 20th March.—London and Singapore 14th Mar., General—Gibb, Livingston & Co.  
EGERTON CASTLE, British str., 1,834, Moodie, 20th March.—Moji 14th March, Coal.—Order.  
ESANG, British str., 1,127, Richard, 19th Mar., Tientsin 11th March and Weihaiwei 15th, General—Jardine, Matheson & Co.  
HANSANO, British str., 1,356, Wild, 20th March.—Shanghai 10th March and Swatow 10th March, General—Jardine, Matheson & Co.  
PHILIPPIA, British cruiser, 3,000, Fawcett, 19th March, from Amoy.  
KUMHANG, British str., 2,071, E. J. Boller, 20th March.—Calcutta 4th March and Singapore 14th, General—Jardine, Matheson & Co.  
LOCONOGAN, British str., 1,692, G. S. Weigall, 20th March.—Manila 17th March, General—Jardine, Matheson & Co.  
NOEGARD ISLES, British str., 2,101, Sasse, 20th March.—Penang 6th January, Coal.—Order.  
OCEANIEN, French steamer, 2,538, Oliver, 20th March.—Shanghai 17th March, Mail and General—Messageries Maritimes.  
TONKIN, French str., 3,084, Charbonneau, 20th March.—Marseilles 19th Feb. and Saigon 17th Mar., Mail and General—Messageries Maritimes.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 20th March.  
Carl Diedrichsen, German str., for Hoilow.  
Kunyu, British str., for Canton.  
Makuan, British str., for Swatow.  
Mellan, German str., for Shanghai.  
Je de Diederichsen, German str., for Hoilow.  
Minnesota, American str., for Shanghai.  
Normand Isle, Norwegian str., for Nagasaki.  
Kraanung, German str., for Swatow.  
Rheanova, German str., for Singapore.

## DEPARTURES.

BRITA, British str., for Yokohama.  
CHIYUAN, Chinese str., for Canton.  
CHOWUNG, British str., for Shanghai.  
HANGCHOW, British str., for Hangchow.  
HONGKONG, British str., for Amoy.  
HUP, French str., for Kwangtung.  
KWANG AH, Chinese str., for Shanghai.  
LETADLES, American str., for Manila.  
MINER, British str., for Sasebo.  
ST. LOUISE, French ship, for Saigon.  
WOKOKI, German str., for Bangkok.

## SHIPPING REPORTS.

The British str. *Huangpu* reports: Moderate to fresh N.E. winds with rain and fog.  
The British str. *Loosong* reports: Fine clear weather, foggy off Wusien.  
The British str. *Kunlong* reports: Fine weather throughout with light E. and N.E. winds in China Seas.  
The British str. *Lentong* reports: Fine weather was encountered, until about 100 miles from Gap Iok, when it came away this.  
The British str. *Sanyu* reports: Strong N.E. wind, rough seas and fine weather. March 15th passed two floating mines about one cable distance, one in lat. 37° 20' N., long. 122° 32' E., and one in lat. 37° 34' N., long. 122° 45' E.

## VESSELS IN DOCK.

20th March.

ABERDEEN DOCKS.—*Sobralone*, Liscum, Venus, Chung, U.S. Cullow, Westminster Bridge, H.M.S. Whiting, Onsay, Sungkang, Likin, COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH  
FOR MARSEILLES, HAVRE AND HAMBURG.

## THE Steamship

## "RHENANIA."

Captain Behrens, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 20th March. [728]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BOR-  
DEAUX, MEDITERRA-  
NEAN AND BLACK SEA  
PORTS,

## THE Steamship

## "OCEANIEN."

Captain Oliver, will be despatched for MAR-  
SEILLES on TUESDAY, the 21st March,  
at 2 P.M.  
Purchase tickets and through Bills of Lading  
issued at above ports.

Cargo also booked for principal places in  
Europe.

Next Sailing will be as follows:  
SS. "TOURANE" ... ... 4th April.  
SS. "TONEIN" ... ... 18th April.  
SS. "DUMBEA" ... ... 2nd May.  
L. BRIDOU,  
Acting Agent.

Hongkong, 8th March, 1905. [728]

## SHEWAN, TOME'S &amp; COMPANY.

## FOR KOBE.

## "HUGIN."

will be despatched for the above port TO-  
MORROW, the 22nd inst., at 4 P.M.  
For Freight, apply to  
SHEWAN, TOME'S & CO.,  
Agents.

Hongkong, 15th March, 1905. [728]

## NORDDEUTSCHE LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
Taking cargo at through rates to  
TAWAO, LAHAD DATU, LABUAN, JOLO,  
ZAMBOANGA AND MENADO.  
THE Company's Steamship

## "BORNEO."

Captain E. Muhe, will leave for the above  
ports on THURSDAY, the 23rd inst., at 9 A.M.  
For Freight or Passage, apply to  
NORDDEUTSCHE LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 21st March, 1905. [709]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked X, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	C. H. Burch	SHEWAN, TOME'S & CO.	On 25th inst.
LONDON & PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. CO.	On 25th inst., at Noon.
LONDON & ANTWERP	BENGLOE	Brit. str.	—	G. W. Babat, E.N.R.	GIBB, LIVINGSTON & CO.	On 27th inst.
VIA SINGAPORE & CO.	MALACCA	Brit. str.	1 m.		P. & O. S. N. CO.	About 29th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 29th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 11th April.
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 25th April.
MARSEILLES, HAVRE & HAMBURG	ENANIA	Brit. str.	k.w.		HAMBURG-AMERIKA LINIE	To-day, at Noon.
VIA PORTS OF CALL	OCIANEN	Frenstr.	—		MELCHERS & CO.	To-day, at 1 P.M.
BREMEN, VIA PORTS OF CALL	P. R. LUITPOLD	Brit. str.	—			On 24th inst., at Noon.
SCANDIA	SCOTIA	Scot. str.	k.w.			On 28th inst.
SCOTIA	SCOTIA	Scot. str.	k.w.			On 4th April.
SILEVIA	SCOTIA	Scot. str.	k.w.			On 16th April.
SLAVONIA	SCOTIA	Scot. str.	k.w.			On 2nd May.
SCOTIA	SCOTIA	Scot. str.	k.w.			On 16th May.
SCOTIA	SCOTIA	Scot. str.	k.w.			On 29th May.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 20th April.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 28th inst., P.M.
SCOTIA	SCOTIA	Scot. str.	1 m.			About 24th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			Quick despatch.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 23rd April.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 25th May.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 29th May.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 20th April.
SCOTIA	SCOTIA	Scot. str.	1 m.			To-morrow, at Noon.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 31st inst., at Daylight.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 8th April.
SCOTIA	SCOTIA	Scot. str.	1 m.			To-morrow, at 4 P.M.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 23rd inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 27th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 23rd inst., at 4 P.M.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 29th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 24th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 29th inst., at Daylight.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 26th April.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 24th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 20th April.
SCOTIA	SCOTIA	Scot. str.	1 m.			To-morrow, at Noon.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 31st inst., at Daylight.
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SCOTIA	SCOTIA	Scot. str.	1 m.			On 23rd inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 27th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 23rd inst., at 4 P.M.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 29th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 24th inst.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 20th April.
SCOTIA	SCOTIA	Scot. str.	1 m.			To-morrow, at Noon.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 31st inst., at Daylight.
SCOTIA	SCOTIA	Scot. str.	1 m.			On 8th April.
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SCOTIA	SCOTIA	Scot. str.	1			

**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND BUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KAISOW"	On 22nd March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.
GLASGOW and LIVERPOOL	"JASON"	On 1st April.
GLASGOW and LIVERPOOL	"LAERTES"	On 8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th April.
GLASGOW and LIVERPOOL	"CHINGWU"	On 15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 17th April.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 23rd April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MAR. ELLIES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 26th April.

For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 13th February, 1905.

19-10

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 21st March.
KOBE	"TEANGTU"	On 23rd March.
TIENTSIEN	"KANSU"	On 27th March.
CEBU and ILOIO	"SUNGKIAH"	On 28th March.

MANILA, PORT DAEWIN, THURS., ISLAND COOKTOWN, CAIENS, TOWNVILLE, BRISBANE, "CHINGTU" On 8th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 18th March, 1905.

11

**INDO-CHINA STEAM NAVIGATION CO..  
LIMITED.**

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Wednesday, 22nd Mar., 3 P.M.
SINGAPORE and SURABAYA	"HOPSANG"	Friday, 24th Mar., 3 P.M.
MANILA	"LOONGSANG"	Friday, 24th Mar., 4 P.M.
TIENTSIEN	"ESANG"	Monday, 27th Mar., 4 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chafou, Tientien and Yangtze Ports.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.**

Hongkong, 20th March, 1905.

16

**CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,223 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 24th May.

Hongkong, 1st Class, via St. Lawrence 280, via New York 262.

Intermediate on Steamers, £240. " and 1st Class Rail, £222.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVELAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street.

6

**PORTLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOU, KORE AND YOKOHAMA FOR PORTLAND, OREGON  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

NICOMEDIA	4,370	Wagner	March 31st, 1905.
NUMANTIA	4,370	Brehmer	April 20th, 1905.
ARABIA	4,483	Bahle	May 11th, 1905.
AGRAONIA	5,193	Schuldt	May 30th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

13

Hongkong, 15th March, 1905.

**SOUTH AFRICAN LINE OF STEAMERS.**

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

**GIRB, LIVINGSTON & CO.,  
AGENTS.**

Hongkong, 19th February, 1905.

NORD, Norwegian str. 1,074, Fendberg, 3rd  
March.—Cardiff 31st Dec. and Singapore  
22nd Feb., Coal.—Dowell & Co.

ONRANG, British str. 1,787, J. T. Davies, 10th

March.—Samara, 27th Feb., Sugar.—

Jardine, Matheson & Co.

OPLAND, Norwegian str. 844, Th. W. Schlyter,

14th March.—Chinwangtao 7th Mar.

Beans.—C. E. & M. Co.

PAKISTAN, German str. 1,018, H. Demes, 15th

March.—Bangkok 11th March, Rice and

Wood.—Butterfield & Swire.

PHRANANG, German str. 1,021, Mangelsdorf,

15th March.—Batu 7th March, Rice.

—Butterfield & Swire.

POLLUX, Norwegian str. 779, C. Svendsen,

14th March.—Beijing 7th March, Timber.—

Order.

PROTEUS, German str. 1,024, C. Moller, 15th

March.—Moj 9th March, Coal.—Asgard,

Thorson & Co.

REIDAR, str. 13th March, from Cardiff.—

Alex. Ross & Co.

RHEmania, German str. 6,316, J. Bulwer-N.

16th March.—Shanghai 16th March, Gene-

ral.—Hamburg-Amerika Line.

SIGNAL, German steamer 900, Bendixen, 15th

## POST OFFICE NOTICES.

The *ms. Simla*, with the English Mail of the 24th February, left Singapore on Saturday, the 18th inst., at 3 p.m., and may be expected here on or about Friday, the 23rd inst., at about 6 a.m. This packet brings reply to letters despatched from Hongkong on the 24th January. This steamer brings the parcel mails closed in London for despatch by the all sea route on the 16th February, and for despatch overland on the 22nd February.

## MAILS WILL CLOSE

FOR

PER

DATE.

**Europe, &c.** India via Tuti Corin...  
(Letters 11/9 to 11/30 A.M. Extra Postage 10 cents).  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ...

Macao  
Manila  
Amoy, Straits and Bangkok  
Canton  
Kongmoo, Kuchuk and Kaukong  
Macao  
Cantons  
Shanghai, Nagasaki, Kobe, Yokohama and Seattle  
Macao  
Singapore, Penang and Calcutta  
Kohlo  
Kobe  
Canton  
Kongmoo, Kuchuk and Kaukong  
Macao  
Cantons  
Shanghai, Nagasaki, Kobe, Yokohama and Seattle  
Macao  
Singapore, Penang and Calcutta  
Kohlo  
Kobe  
Canton  
Kongmoo, Kuchuk and Kaukong  
Macao  
Cantons  
Kudat and Sandakan  
Kohlo  
Macao  
Kongmoo, Kuchuk, Shimbung and Takting  
Canton  
Kongmoo, Kuchuk and Kaukong  
Macao  
Cantons

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO**  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) ...

Macao  
Singapore and Sourabaya  
Manila  
Macao  
Kongmoo, Kuchuk and Kaukong  
Cantons

**TO-DAY.**  
Sale, Shirting Prints, Sales Room, Mr. V. I. Remondino, noon.  
Dallas-Fandmann Opera Co., Theatre Royal, 9 p.m.  
**TO-MORROW.**  
Sale, Miscellaneous, Hop Yick's Godown, West Point, Messrs. Hughes & Haugh, 11 a.m.  
Sale, Coal, Chinese Engineering and Mining Co.'s Godown, Yamnai, Mr. Geo. P. Lamont, noon.  
Sale, Furniture, 13, Knatsford Terrace, Kowloon, Mr. Geo. P. Lamont, 2:45 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

**ON LONDON.**— Telegraphic Transfer ..... 1/10<sup>4</sup>  
Bank Bills, on demand ..... 1/10<sup>4</sup>  
Bank Bills, at 30 days' sight ..... 1/10<sup>4</sup>  
Bank Bills, at 4 months' sight ..... 1/10<sup>4</sup>  
Credits, at 4 months' sight ..... 1/10<sup>4</sup>  
Documentary Bills, 4 months' sight ..... 1/10<sup>4</sup>  
**ON PARIS.**— Bank Bills, on demand ..... 234<sup>4</sup>  
Credits, at 4 months' sight ..... 238<sup>4</sup>  
**ON GERMANY.**— On demand ..... 180<sup>4</sup>  
**ON NEW YORK.**— Bank Bills, on demand ..... 42<sup>4</sup>  
Credits, 60 days' sight ..... 46<sup>4</sup>  
**ON BOMBAY.**— Telegraphic Transfer ..... 128<sup>4</sup>  
Bank, on demand ..... 128<sup>4</sup>  
**ON CALCUTTA.**— Telegraphic Transfer ..... 128<sup>4</sup>  
Bank, on demand ..... 128<sup>4</sup>  
**ON SHANGHAI.**— Bank, at sight ..... 71<sup>4</sup>  
Private, 30 days' sight ..... 72<sup>4</sup>  
**ON YOKOHAMA.**— On demand ..... 91<sup>4</sup>  
**ON MANILA.**— On demand—Peso—91<sup>4</sup>  
**ON SINGAPORE.**— On demand ..... 61 p.c. pm.  
**ON BATAVIA.**— On demand ..... 11<sup>4</sup>  
**ON HAIPHONG.**— On demand ..... 4 p.c. pm.  
**ON SAIGON.**— On demand ..... 4 p.c. pm.  
**ON BANGKOK.**— On demand ..... 61<sup>4</sup>  
Gold Leaf, 100 lbs, per tael ..... 88<sup>4</sup>  
Bar Silver, 100 oz. ..... 26<sup>4</sup>

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. str. *Siria* left Singapore for this port on the 18th March at 5 p.m., and is due here on the 24th March at 6 a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Prinz Regent Luitpold* left Kobe via Nagasaki and Shanghai on Sunday, p.m., and may be expected here on Tuesday, the 25th March.

The I.G.M. str. *Prinz Eitel Friedrich* left Colombo on Friday, p.m., and may be expected here on Wednesday, a.m., the 26th March.

## THE AMERICAN MAIL.

The O. & C. str. *Coptic*, from San Francisco to this port on the 17th March via Kobe, &c., and is due here on the 26th March.

## MERCHANT STEAMERS.

The steamer *Sagami* left Singapore for this port via Manila on the 11th March.

The A.L str. *Trieve* left Singapore for this port on the 16th March, a.m.

The O.S.S. & C.M. str. *Kaisan* left Singapore on the 17th March at 5 p.m., and may be expected here on the 22nd March.

The C.M. str. *Tenhai* left Singapore on the 18th March, and is due here on the 24th March.

The steamer *Hindustan* left New York on the 23rd Feb., and is due here on the 25th April.

The P. & A. steamer *Nicomedis*, sailed from Portland, Or., on the 26th Feb., and is due here on the 30th March.

The A.A. steamer *Claverburn* left New York on the 23rd Feb., and is due here on the 25th April.

The C.P.R. steamer *Tartar* left Vancouver for Hongkong via usual ports of call on Tuesday, the 7th March, p.m.

**STEAMERS PASSED THE CANAL.**  
Feb. 24th—*Tenhai*, Serbia; *Tenkin*, Itas Riva, Jufeld, Croydon, Kuarden, Stilested, 28th—*Paloma*, Segovia, Dagny, Hilary, Neuvalden, Mar. 3rd—*Jason*, Pera, Cairn, Karoon, Allenania, 7th—*Annam*, Benalder, Indramay, Orange, Pera, Falakon Hall, Penno, Priam, Prinz Eitel Friedrich, 10th—Dardanum, Zitron, Anglia, Queen Alexandra, Jelsen, Stepney, 14th—*Ambria*, Armand Behic, Glenrothes,

## THE HONGKONG DAILY PRESS TUESDAY, MARCH 21ST, 1905.

## JOINT STOCK SHARES.

Hongkong, 17th March.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, ales
Bunka		
Hongkong & Shai.	\$125	\$750, buyers London, 277.
National B. of China	\$28	\$20, sales & buyers
B. Shares	\$28	\$20, sales & buyers
Founders	\$21	\$65.
Bell's Arbitrator E. A. 12s.	\$61	
Printed Matter and Sam-		
pies		
Registration, 10,000 A.M.		
(Registration, with late		
fee of 10 cents, up to		
10:45 A.M.)		
Letters	11,000 A.M.	
Heungshan		
Tenn	21st, 1:15 P.M.	
Zaidi	21st, 3:00 P.M.	
Howqua	21st, 5:00 P.M.	
Hongkong	21st, 5:00 P.M.	
Wingchai	Wednesday, 7:30 A.M.	
Futshun	Wednesday, 7:30 A.M.	
Minnesot	Wednesday, 11:00 A.M.	
Heungshan	Wednesday, 11:5 P.M.	
Suising	Wednesday, 2:20 P.M.	
Hugia	Wednesday, 3:00 P.M.	
Ghinglu	Wednesday, 5:00 P.M.	
Powai	Wednesday, 5:00 P.M.	
Tukking	Wednesday, 5:00 P.M.	
Wingchui	Thursday, 7:30 A.M.	
Hokan	Thursday, 7:30 A.M.	
Borree	Thursday, 8:00 A.M.	
Confidenza	Thursday, 8:00 A.M.	
Heungshan	Thursday, 11:15 A.M.	
Sanvi	Thursday, 3:00 P.M.	
Hankow	Thursday, 5:00 P.M.	
Wingchui	Friday, 7:30 A.M.	
Hokan	Friday, 7:30 A.M.	
Borree	Friday, 8:00 A.M.	
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